

Agenda

TAB Technical Advisory Committee



Meeting date: January 3, 2024

Time: 9:00 AM

Location: Virtual

Public participation:

If you have comments, we encourage members of the public to email us at public.info@metc.state.mn.us.

You may pre-register to speak at a virtual public meeting of the TAB Technical Advisory Committee by emailing us at public.info@metc.state.mn.us.

Call to Order

- Approval of the Agenda (Agenda is approved without vote unless amended)
- Approval of December 1, 2023, TAB Technical Advisory Committee Minutes – roll call

Public Comment on Committee Business

TAB Report

Committee Reports and Business

Executive Committee (Jeni Hager, Chair)

1. 2024-06: Streamlined TIP Amendment Request – Three Project Adjustments (Joe Barbeau, MTS Planning) – roll call

Planning Committee (Gina Mitteco, Chair)

1. 2024-02: Adoption of 2024 Safety Performance Targets (Jed Hanson, MTS Planning) – roll call

Funding & Programming Committee (Michael Thompson, Chair)

1. 2024-03: Scope Change Request for South Saint Paul Marie Avenue Bicycle and Pedestrian Facility (Joe Barbeau, MTS Planning) – roll call
2. 2024-04: Scope Change Request and TIP Amendment for Inver Grove Heights Curb Ramp Reconstruction (Joe Barbeau, MTS Planning) – roll call
3. 2024-05: Scope Change Request for Saint Louis Park Cedar Lake Road and Louisiana Avenue Improvements Project (Joe Barbeau, MTS Planning) – roll call

Information

- Carbon Reduction Program Toolkit (Siri Simons, MnDOT)

Other Business

Adjournment

Minutes

TAB Technical Advisory Committee



Meeting Date: December 6, 2023

Time: 9:00 AM

Location: Virtual

Members Present:

- Jenifer Hager, Chair, Minneapolis
- Joe MacPherson, Anoka Co
- Lyndon Robjent, Carver Co
- Erin Laberee, Dakota Co
- Scott Mareck, Ramsey Co
- Chad Ellos, Hennepin Co
- Craig Jenson, Scott Co
- Lyssa Leitner, Washington Co
- Andrew Witter, 7W

- Karl Keel, Bloomington
- Charlie Howley, Chanhassen
- Robert Ellis, Eden Prairie
- Jim Kosluchar, Fridley
- Paul Oehme, Lakeville
- Dan Ruiz, Brooklyn Park
- Ross Beckwith, West Saint Paul
- Michael Thompson, Plymouth
- Kathleen Mayell, Minneapolis
- Nick Peterson, Saint Paul
- Bill Dermody, Saint Paul

- Aaron Tag, MnDOT
- Steve Peterson, Council MTS
- Michael Larson, Council CD
- Elaine Koutsoukos, TAB
- Innocent Eyoh, MPCA
- Bridget Rief, MAC
- Matt Fyten, STA
- Adam Harrington, Metro Transit
- Shelly Meyer, Freight
- Colleen Eddy, DEED
- Vacant, MN DNR
- Kyle Sobota, Bicycle
- Mackenzie Turner Bargaen, Pedestrian
- Josh Pearson, FHWA (ex-officio)
- = present

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Call to Order

A quorum being present, Committee Chair Hager called the regular meeting of the TAB Technical Advisory Committee to order just after 9:00 a.m.

Approval of Agenda

The agenda was approved with no changes. Therefore, no vote was needed.

Approval of Minutes

It was moved by Mayell and seconded by Howley to approve the minutes of the November 1, 2023, regular meeting of the TAB Technical Advisory Committee. **Motion carried.**

Public Comment on Committee Business

None.

TAB Report

Koutsoukos reported on the November 15, 2023, Transportation Advisory Board meeting.

Business – Committee Reports

Executive Committee (Jenifer Hager, Chair)

Chair Hager reported that the TAC Executive Committee met prior to the meeting. She said that TAC Planning chair Scott Marek is no longer with Ramsey County and that Gina Mitteco, Ramsey County, will take over as chair. She said that the January TAC Planning meeting will use

Microsoft Teams and Council staff will consider expanding its use depending on how well it works. Steve Peterson provided an update on the Regional Solicitation evaluation that is underway; the primary purpose is to align future Regional Solicitations with the 2050 TPP. Technical committee members will have the opportunity to participate in a technical steering committee and topical working groups along with listening sessions.

1. [2023-54: Streamlined 2024-2027 TIP Amendment Request – Six Project Adjustments](#)

Barbeau said that four actions are included with the request. The proposed changes are: adding locally funded reconstruction and bridge rehabilitation to the project scope, increasing the cost and correcting the roadway suffix from NW to NE for Anoka County's CSAH 2 multiuse trail project; reducing cost and combining project elements for Saint Louis Park's two Cedar Lake Road reconstruction projects; adding a new segment of shared-use path on Edgerton Street and increasing the cost of Ramsey County's CSAH 14 (Koehler Rd) shared-use path project; and increasing the cost of Minneapolis's two HSIP-funded ADA projects.

Motion by MacPherson and seconded by Keel to recommended adoption of an amendment to 2024-2027 TIP as follows:

- Add locally funded reconstruction and bridge to the project scope and increase the cost of Anoka County's CSAH 2 multiuse trail project and correct the roadway name suffix from NW to NE;
- Reduce cost and combine elements for St. Louis Park's two Cedar Lake Road reconstruction projects;
- Add a new segment of shared-use path on Edgerton Street and increase the cost of Ramsey County's CSAH 14 (Koehler Rd) shared-use path project; and
- Increase the cost of Minneapolis's two HSIP-funded ADA projects.

Motion carried.

2. [2023-55: Streamlined 2024-2027 TIP Amendment Request – Five New Projects and Additional Funding to a Past Project](#)

Barbeau said that six additions to the 2024-2027 TIP are proposed; they are: preliminary engineering for Dakota County's All American Great River Road/Spring Lake Park Reserve trailhead; Dakota county multi-use trail and pedestrian crossings project on CSAH 28 and CSAH 56; Dakota county wayfinding, landscaping, and interpretive signing project along the Mississippi River in Hastings and South Saint Paul; MnDOT wrong-way driver detection, implementation, and crash prevention plan for the metropolitan area; MnDOT purchase of an electric bus for the Shakopee Mdewakanton Sioux Community; and additional federal funding for Metro Transit's Orange Line project.

Dermody asked whether the Orange Line action is capital cost being reimbursed. Ruth Crowe-Lane from Metro Transit said that FTA had asked Metro Transit to de-obligate the funding but is now suggesting re-obligation to cover remaining punch-list items, which are capital expenses. These are already existing Metro Transit funds that will now be able to be accessed.

Fyten asked whether the ARPA funds are already from Metro Transit and just being provided to a particular project, to which Crowe-Lane replied in the affirmative.

Motion by Ellos and seconded by MacPherson to recommended amending the 2024-2027 TIP to add five new projects and add additional federal funding to a past project as follows:

- Preliminary engineering project for Dakota County's All American Great River Road/Spring Lake Park Reserve Trailhead;
- Dakota County multi-use trail and pedestrian crossings project on CSAH 28 (80th St) and CSAH 56 (Concord Blvd);
- Dakota County wayfinding, landscaping, and interpretive signing project along the Mississippi River in Hastings and South Saint Paul;



- MnDOT wrong-way driver detection, implementation, and crash prevention plan for the metropolitan area;
- MnDOT purchase of an electric bus for the Shakopee Mdewakanton Sioux Community; and
- Additional federal funding for Metro Transit's Orange Line project.

Motion carried.

Planning Committee/TPP Technical Working Group (Gina Mitteco, Chair)

1. [2023-53: Review of Metropolitan Airports Commission \(MAC\) 2024-2030 Capital Improvement Program \(CIP\)](#)

Mitteco introduced the topic along with Joe Widing, MTS, who provided a [presentation](#).

Motion by Ruiz and seconded by Dermody to recommended to the Metropolitan Council:

- find that the Metropolitan Airport Commission's CIP process included adequate public participation;
- approve the proposed 2024 CIP runway rehabilitation and extension project at the Lake Elmo Airport which meets the dollar threshold and significant effects criteria for Council approval; and
- find the remaining CIP projects to be consistent with the Transportation Policy Plan and forward any additional project comments to the Metropolitan Council for its consideration.

Motion carried.

Funding & Programming (Michael Thompson, Chair)

Thompson said that the November meeting was cancelled.

Information

1. [Roadway Functional Class Update](#) (Jack Corkle, WSB and Dave Burns, MTS Planning)

Burns introduced Corkle, who provided the presentation.

Steve Peterson said that a lot of people ask why the Regional Solicitation does not fund all federally eligible roads and whether to continue to limit the roads that are eligible will be a question in the future. Chair Hager added that she is looking forward to streamlining the classifications and applying for some of the current other arterials in the future.

2. [Regional Solicitation - Ties to 2050 TPP](#) (Steve Peterson, MTS Planning)

Steve Peterson presented on this topic.

Chair Hager said that TAB members lean on TAC members for expertise related to project delivery and it is therefore important to provide input on policies and actions, which are not always in-line with project delivery.

Isaacson said that the range of policies and actions is broad, which makes it difficult to prioritize any individual policy or action. He added that it is important to consider how to promote key priorities.

Keel said that that the Regional Solicitation is sometimes overcomplicated, adding that Bloomington spent over \$10,000 for each of two applications.

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MacPherson said that many applicants have not developed some of the policies and actions.

Jenson said that there needs to be focus on what is important as opposed to trying to meet every policy in the TPP. He added that greenhouse gas emission scoring will require costly hiring of consultants.

Hager said that she and Dan Erickson, MnDOT, will make a presentation on application and project management processes and suggested that members share this information with their TAB members. She offered TAC members the opportunity to provide input on that presentation. Robjert said the region needs to determine how to swap federal money to make project delivery easier.

Keel said that criteria need to distinguish the projects.

Kosluchar asked whether “evaluate GHG in the scoring” means scoring greenhouse gas emissions or simply assessing whether there is a positive or negative impact. Peterson replied that this is yet to be determined.

Mayell said that there are ways to examine greenhouse gases at a higher level, for example, categorical distribution as opposed to the project level.

Regarding using greenhouse gas measures for scoring, Hiniker clarified that the policies and actions shown are examples and how to address them will come up in the evaluation. He added that TAB requested tying the TPP with the Regional Solicitation.

Along with the Multimodal Greenhouse Gas Measures Study, Hager pointed out that work related to greenhouse gas legislation may tie in as well.

Dermody, via chat, said “key concepts I've heard for this Reg Sol analysis: Does the criteria help differentiate between projects, how simple is it for applicants to prepare info, how much of a priority is the topic (safety, etc.), are we over-federalizing compared to other funding options. Perhaps all these should be evaluated/balanced in adjusting the scoring criteria (#s of criteria and scores assigned), or also it could inform how some criteria are rewritten.”

Other Business

None

Adjournment

The meeting adjourned.

Committee Contact:

Joe Barbeau, Senior Planner

Joseph.Barbeau@metc.state.mn.us

651-602-1705

Action Transmittal

Transportation Advisory Board



Committee Meeting Date: January 3, 2024

Date: December 27, 2023

Action Transmittal: 2024-06

Streamlined 2024-2027 TIP Amendment Request – Three Project Adjustments

To: Technical Advisory Committee

Prepared By: Joe Barbeau, Planning Analyst, 651-602-1705

Requested Action

Project sponsors request three amendments to the 2024-2027 TIP to adjust existing project scope and costs.

Recommended Motion

That the Technical Advisory Committee recommend amending the 2024-2027 TIP as follows:

- Reduce the project length of MNDOT's MN 13 signs and catch basin reinforcement project in Savage and Burnsville (SP # 7001-134);
- Increase the cost of, and add transportation management services (TMS) to, MnDOT's MN 36 mill & overlay and auxiliary lane extensions project in Roseville, Maplewood, and Little Canada (SP # 6212-192);
- Remove the Indefinite Delivery/Indefinite Quantity (IDIQ) designation and reduce the total project of MnDOT's districtwide bituminous pavement crack treatments project (SP # 8825-1132); and

Background and Purpose

The following projects are proposed for amendment in the 2024-2027 TIP:

- MnDOT requests a reduction in project length from 5.1 miles to 4.5 miles for its MN 13 signs and catch basin reinforcement project in Roseville, Savage, and Burnsville. This is a state-funded project not funded with Regional Solicitation funds.
- MnDOT requests a cost increase and addition of transportation management services (TMS) for its MN 36 mill & overlay, auxiliary lane extension, guardrail replacement, ADA improvement, and ramp reconstruction project. The total cost increase would be from \$13,850,700 to \$16,857,000. The project is regionally significant but a cost increase and the addition of TMS does not require a public comment period. The project is funded through the National Highway Performance Program (NHPP), which is not funded through the Regional Solicitation.
- MnDOT requests removal of the Indefinite Delivery/Indefinite Quantity (IDIQ) designation, along with a cost increase, for its districtwide bituminous pavement crack treatments project. This project is funded with Surface Transportation Block Grant (STBG) Program funds that are programmed by MnDOT (i.e., not through the Regional Solicitation).

Relationship to Regional Policy

Federal law requires that all TIP amendments meet the following tests: fiscal constraint; consistency with the adopted regional transportation plan; and opportunity for public input. It is the TAB's responsibility to recommend TIP amendments to the Council for adoption, provided these requirements are met.

Staff Analysis

The TIP amendment meets fiscal constraint because the federal and local funds are sufficient to fully fund the projects. This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on November 18, 2020 with FHWA/FTA conformity determination established on December 4, 2020. Public input opportunity for this amendment is provided through the TAB's and the Council's regular meetings.

Routing

To	Action Requested	Date Completed (Scheduled)
Technical Advisory Committee	Review & Recommend	January 3, 2024
Transportation Advisory Board	Review & Recommend	January 17, 2024
Metropolitan Council Transportation Committee	Review & Recommend	January 22, 2024
Metropolitan Council	Review & Adopt	January 24, 2024



2024-2027 TIP AMENDMENT REQUEST

Please amend the 2024-2027 Transportation Improvement Program (TIP) to adjust the below project.

Project Identification

Seq #	1066
Fiscal Year (State)	2024
ATP and District	Metro
Route System	MN 13
Project Number (S.P. #)	7001-134
Agency	MnDOT
Description	MN13, between MN101 in Savage and I35W in Burnsville – Signs for bus shoulders, reinforce catch basins
Miles	5.1 <u>4.5</u>
Program	Traffic Management
Type of work	Transit Grant Capital Improvement (Non- vehicle)
Proposed Funds	SF
Total \$	231,000
State \$	231,000

Background and TIP Amendment Need

This formal amendment is to reduce the length from 5.1 miles to 4.5 miles, a difference greater than the 0.3-mile threshold for requiring a TIP amendment. The scope remains the same.

Fiscal Constraint (as Required by 23 CFR 450.216)

This is a 100% state funded project. Therefore, fiscal constraint is maintained.

Consistency with MPO Long-Range Plan

This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on November 18, 2020, with FHWA/FTA conformity determination established on December 4, 2020.

2024-2027 TIP AMENDMENT REQUEST

Please amend the 2024-2027 Transportation Improvement Program (TIP) to adjust the below project.

Project Identification

Seq #	1055
Fiscal Year (State)	2024
ATP and District	Metro
Route System	MN 36
Project Number (S.P. #)	6212-192
Agency	MnDOT
Description	**PRS** : MN36, from Jct with I35W in Roseville to 0.023 MI E Edgerton in Maplewood/Little Canada-Bituminous mill and overlay and auxiliary lane extension, guardrail replacement, ADA improvements, <u>TMS</u> and ramp reconstruction at I35W SB/Cleveland Ave to MN36 EB
Miles	6.03
Program	Resurfacing
Type of work	Mill and Overlay
Proposed Funds	NHPP
Total \$	13,850,700 <u>16,857,000</u>
FHWA \$	11,247,359 <u>13,695,089</u>
State \$	2,567,141 <u>3,125,711</u>
Other \$	36,200

Background and TIP Amendment Need

This formal amendment is for a project cost increase and to add TMS to the project description. This project is regionally significant. However, because it does not change the nature of this project as it pertains to regional significance.

Fiscal Constraint (as Required by 23 CFR 450.216)

This project has a federal cost increase of \$2,447,730. Federal funds are available from SP 1928-123 which was dropped from the 24-27 TIP/STIP 12/13/2023. Therefore, fiscal constraint is maintained.

Consistency with MPO Long-Range Plan

This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on November 18, 2020, with FHWA/FTA conformity determination established on December 4, 2020.

2024-2027 TIP AMENDMENT REQUEST

Please amend the 2024-2027 Transportation Improvement Program (TIP) to adjust the below project.

Project Identification

Seq #	1080
Fiscal Year (State)	2024
ATP and District	Metro
Route System	Districtwide
Project Number (S.P. #)	8825-1132
Agency	MnDOT
Description	**IDIQ** : Districtwide bituminous pavement crack treatments (\$1.113M minimum \$4M maximum, contract expiration 2/28/26) (Preventive maintenance funds)
Miles	0.0
Program	Preventative Maintenance
Type of work	Bituminous Crack Repair
Proposed Funds	STP
Total \$	1,113,000 <u>449,000</u>
FHWA \$	906,205 <u>365,576</u>
State \$	206,795 <u>83,424</u>

Background and TIP Amendment Need

This formal amendment is to remove the Indefinite Delivery/Indefinite Quantity (IDIQ) and decrease the total project cost.

Fiscal Constraint (as Required by 23 CFR 450.216)

This total project decreased from \$1,113,000 to \$449,000. No additional federal funds are needed. Therefore, fiscal constraint is maintained.

Consistency with MPO Long-Range Plan

This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on November 18, 2020, with FHWA/FTA conformity determination established on December 4, 2020.

Action Transmittal

Transportation Advisory Board



Committee Meeting Date: January 3, 2024

Date: December 27, 2023

Action Transmittal: 2024-02

Adoption of 2024 Safety Performance Targets

To: Technical Advisory Committee
From: TAC Planning Committee
Prepared By: Jed Hanson, Planner, 651-602-1716

Requested Action

That the Transportation Advisory Board recommend the 2024 safety performance targets for adoption by the Metropolitan Council.

Recommended Motion

That the Technical Advisory Committee recommend adoption of the 2024 safety performance targets:

- Number of all fatalities: 82
- Fatal injuries per 100 million VMT: 0.29
- Number of all serious injuries: 532
- Serious injuries per 100 million VMT: 1.89
- Pedestrian and bicyclist fatalities and serious injuries: 131

Background and Purpose

All State Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs) must have performance measurement programs and set targets to monitor progress. Targets for the safety performance measures are required annually. The safety targets serve a dual purpose:

- Inform planning and programming to reduce fatal and serious injuries
- Track performance of the Highway Safety Improvement Program (HSIP)

After the Federal Highway Administration (FHWA) receives statewide safety targets from MnDOT annually in August, MPOs must either support the statewide target or choose an alternative target by February 27 the following year. Federal requirements specify five safety performance measures for both state DOTs and MPOs that must have annual targets:

1. Number of all fatalities
2. Fatalities per 100 million vehicle miles travelled (VMT)
3. Number of all serious injuries
4. Serious injuries per 100 million VMT
5. Number of combined pedestrian and bicycle fatalities and serious injuries

State DOTs are required to make significant progress on achieving their statewide safety targets; they are subject to additional HSIP requirements if they fail to make significant progress. MPOs are not subject to additional federal requirements if they fail to make significant progress.

Method

The Met Council initially calculated targets using the same method as MnDOT. In 2020, this method would have raised fatality targets. In response to local partner concerns, a safety performance work group met in 2020 to recommend a new methodology. The work group reaffirmed the method the two following years. In 2023, the work group determined it did not need to meet again until the underlying Strategic Highway Safety Plan goals are updated.

The Met Council's method sets safety targets on a straight-line decline from 2020 and 2021 targets to the region's share of statewide goals in the 2020-2024 Minnesota Strategic Highway Safety Plan. This plan is intended for traffic safety partners at every level in Minnesota – state, regional, county, and local levels of government.

The Strategic Highway Safety Plan acknowledges the long-term goal of zero deaths and serious injuries on roads in the state, and the plan sets a five-year goal to reduce traffic deaths to 225 or fewer statewide and serious injuries to 980 or fewer statewide by 2025, on the way to the long-term goal of zero. The 2040 Transportation Policy Plan supports the long-term goal of zero deaths and serious injuries on roads in our region.

Relationship to Regional Policy

The current 2040 Transportation Policy Plan (TPP) includes performance measures to monitor and assess system performance. The proposed safety performance measures and targets directly support the Safety and Security goal of the 2040 TPP, while fulfilling federal requirements for an MPO. Reducing crash injuries to or below the regional safety targets will require coordinated action on resource allocation, policies, and investment decisions from partners at all levels in the region.

Staff Analysis

2022 Performance

- Fatal injuries slightly fell compared to 2021, but fatal injuries remain elevated compared to the three-year period before the COVID-19 pandemic.
- Serious injuries rose sharply compared to 2021, particularly for pedestrians and bicyclists.
- Table 1 describes performance against the five measures over the past three years and the current year. Grey cells indicate measures where actual performance missed the adopted target.

Preliminary 2023 Performance

- Preliminary data for January-October 2023 show a reduction in fatal and serious injuries compared to the same period in 2022.
- Fatal injuries so far this year are below the peak in 2021, though serious injuries remain notably elevated over 2021.
- Both fatal and serious injuries remain elevated compared to the three-year period before the COVID-19 pandemic.
- Table 2 describes performance against the five measures over the current year, previous two years, and pre-pandemic three-year average. January-October performance for 2023 only includes crashes in the 7-county metro area.



Assessment of Progress

The safety performance targets were not met in 2022 and will not be met in 2023, with year-to-date crash outcomes already exceeding the adopted targets.

Table 1: Measure Performance, Calendar Years 2020-2023, Metropolitan Planning Area*

Measure	2020		2021		2022		2023	
	Target	Actual	Target	Actual	Target	Actual	Target	Jan-Oct Actual*
All Fatalities	106	121	106	188	98	179	90	121
Fatal Injury Rate per 100m VMT	0.34	0.50	0.36	0.70	0.33	0.65	0.33	TBD
All Serious Injuries	738	691	738	799	669	949	600	779
Serious Injury Rate per 100m VMT	2.36	2.86	2.49	2.98	2.24	3.46	2.18	TBD
Non-Motorized Fatal & Serious Injuries	181	157	181	189	164	236	147	184

*January-October performance only includes crash injuries in the 7-county metro area.

Table 2: Year-to-Date Performance with Non-Motorized Disaggregation, 7-County Metro*

Measure	January-October 2023*	Change (Total) over January-October in Prior Years		
		2022	2021	2017-2019 Average
All Fatalities	121	▼ -21% (153)	▼ -22% (156)	▲ 14% (106.3)
Pedestrian Fatalities	26	▲ 4% (25)	▼ -16% (31)	▲ 22% (21.3)
Bicyclist Fatalities	3	0% (3)	▲ 50% (2)	▼ -31% (4.3)
All Serious Injuries	779	▼ -5% (820)	▲ 17% (664)	▲ 16% (671.7)
Pedestrian Serious Injuries	107	▼ -6% (114)	▲ 9% (98)	▲ 8% (98.7)
Bicyclist Serious Injuries	48	▼ -21% (61)	▲ 55% (31)	▲ 19% (40.3)

*Only includes crash injuries in the 7-county metro area.

Committee Comments and Actions

At its December 14, 2023, meeting, the TAC Planning Committee reviewed and recommended adoption of the 2024 safety performance targets. The committee discussed the progression of targets over time, and members asked about underlying long-term targets. The committee considered adding language to the motion to include adoption of a long-term target of zero deaths and serious injuries, but members did not add this language as the 2040 Transportation Policy Plan's related objective is described in this business item.



Routing

To	Action Requested	Date Completed <i>(Scheduled)</i>
TAC Planning	Review & Recommend	December 14, 2023
Technical Advisory Committee	Review & Recommend	<i>January 3, 2024</i>
Transportation Advisory Board	Review & Recommend	<i>January 17, 2024</i>
Metropolitan Council Transportation Committee	Review & Recommend	<i>February 12, 2024</i>
Metropolitan Council	Adopt	<i>February 21, 2024</i>



Action Transmittal

Transportation Advisory Board



Meeting Date: January 3, 2024

Date: December 27, 2023

Action Transmittal: 2024-03

Scope Change Request for South Saint Paul Marie Avenue Bicycle and Pedestrian Facility

To: Technical Advisory Committee
From: TAC Funding & Programming Committee
Prepared By: Joe Barbeau, Senior Planner, 651-602-1705

Requested Action

The City of South Saint Paul requests a scope change to remove the 2nd Street and 7th Avenue improvements from its Marie Avenue Bicycle and Pedestrian Safe Routes to School project (SP# 168-104-011).

Recommended Motion

That the Technical Advisory Committee recommend approval of South Saint Paul's scope change request to remove the 2nd Street and 7th Avenue improvements from its Marie Avenue bicycle and pedestrian facility (SP# 168-104-011) with no reduction in federal funds.

Background and Purpose

South Saint Paul was awarded \$1,000,000 in Carbon Reduction Program funds in the 2022 Regional Solicitation for program year 2025. Funding was awarded in the Safe Routes to School (SRTS) application category. The [application](#) was awarded to reduce conflict points on Marie Avenue from 3rd Avenue to 9th Avenue and improve non-motorized connectivity by upgrading sidewalks, improving ADA access, and installing bicycle lanes.

Some of this work – specifically improvements on 2nd Avenue and 7th Street – has already been completed in a Dakota County project that included a \$1,474,970 contribution from South Saint Paul. Therefore, South Saint Paul requests a scope change to remove this part of the project from the scope. The city also requests to retain its full federal funding amount, as the remaining intersections are estimated to cost \$2,391,600, which is roughly the same as the original estimate of the full project (\$2,380,760).

Relationship to Regional Policy

Projects that receive funding through the Regional Solicitation and HSIP Solicitation processes are subject to the regional scope change policy. The purpose of this policy is to ensure that the project is designed and constructed according to the plans and intent described in the original application. The scope change policy allows project sponsors to adjust their projects as needed while still providing substantially the same benefits described in their original project applications.

Staff Analysis

Approval/Denial of the Scope Change: Given the relatively minor portion of the project being removed, the application's first-place ranking in the SRTS application category, the fact that all projects in the

category were funded, and that the entire project will end up built, staff did not examine the scoring and recommends approval of the request.

Funding: Removal of a portion of the original project scope will result in a reduction in the original budget. The original application and current cost estimates are shown in Table 1, below.

Table 1: Federal and Local Costs

	Application Budget	Current Budget
Federal Funding Amount	\$1,000,000	
Local Contribution	\$1,246,000	
Total Cost	\$2,246,000	
Project Reduction (federal; 80%)	\$306,000 (\$244,800)*	\$306,000
Revised Project Cost	\$1,940,000	\$2,391,600

*The original application was funded at 45% federal. 45% of this reduction is \$136,242.

History going back to the February 2019 Scope Change Consultation and Evaluation Process shows that retention of the full federal award is typical when removed elements are being completed by other another project. The removed part of the scope has already been completed.

Committee Comments and Action

At its December 21, 2023, meeting, the TAC Funding & Programming Committee voted unanimously to recommend approval of South Saint Paul’s scope change request to remove the 2nd Street and 7th Avenue improvements from its Marie Avenue bicycle and pedestrian facility with no reduction in federal funds.

Routing

To	Action Requested	Date Completed (Scheduled)
TAC Funding & Programming Committee	Review & Recommend	December 21, 2023
Technical Advisory Committee	Review & Recommend	January 3, 2024
Transportation Advisory Board	Review and Adopt	January 17, 2024





October 30, 2023

Michael Thompson
Chair, TAC Funding and Programming Committee
Metropolitan Council
390 Robert Street North
Saint Paul, MN 55101-1805

Re: Scope Change Request to: S.P. 168-104-011 – Marie Avenue 3rd Avenue to 9th Avenue - Bicycle and Pedestrian Facilities

Dear Mr. Thompson:

The City of South St. Paul respectfully requests that the Funding and Programming Committee consider the attached Scope Change request for the above referenced project.

In 2022, South St. Paul was awarded Carbon Reduction Program (CRP) federal funding for a Bicycle and Pedestrian Facilities project to provide safe crossings of Marie Avenue from 3rd Avenue to 9th Avenue and to remove conflict points between pedestrians and vehicular traffic, specifically school drop-offs and pick-ups. The project was also proposing to provide pedestrian and bicycle improvements on 2nd Street and 7th Avenue.

The 2024-2027 State Transportation Improvement Program (STIP) identifies \$1,000,000 in federal funding and \$1,380,760 in local match funding for a total of \$2,380,760. The program year for the project is 2025.

The project is currently in the design development stage, with final design slated for 2024 and construction in 2025.

In 2023, Dakota County advanced a library project in the northwest quadrant of Marie Avenue and 7th Avenue. As a result, the City advanced the portion of the project located on 2nd Street and 7th Avenue to accommodate traffic flow and parking for the new library. That portion of the project is now complete, resulting in safer pedestrian and bicycle movements. The City funded the project at a cost of approximately \$1,474,970 to complete a series of improvements that included those in the federal funding application.

The remaining Marie Avenue improvements were the primary components of the funding application, accounting for approximately 87% of the construction costs. Those improvements will be completed in 2025. At this time, South St. Paul requests a Scope Change that would remove the planned improvements on 2nd Street and 7th Avenue from the project as these improvements have already been completed. Approval of this scope change request will allow for all portions of the project, as listed in the funding application, to be completed by the end of 2025, resulting in a safer corridor for pedestrians and cyclists.

The cost estimate as listed in the STIP is \$2,380,760 for the improvements, with a City participation percentage of 58.0%. Due to price escalation in the industry, the cost estimate has been updated and is currently \$2,391,600 for the Marie Avenue improvements alone. The City is requesting that the total cost listed in the

Michael Thompson
Metropolitan Council
October 30, 2023
Page 2 of 3

STIP be revised to \$2,391,600 (accounts for the removal of the 2nd Street and 7th Avenue components). We are also requesting that the federal match remain unchanged in an effort to maintain project feasibility.

Summary

- The City of South St. Paul was awarded \$1,000,000 for improvements to Marie Avenue, 2nd Street, and 7th Avenue.
- The City completed the 2nd Street and 7th Avenue improvements at their own cost (\$1,474,970) to accommodate pedestrian and bicycle safety due to the construction of a new library.
- Price escalation has resulted in the proposed Marie Avenue costs increasing to \$2,391,600.
- The City is requesting that the 2nd Street and 7th Avenue components be removed from the STIP.
- The City is requesting that the total construction amount listed in the STIP be revised to \$2,391,600.
- The City is requesting that the federal funding amount remain as currently listed in the STIP.

Please contact me with any questions or concerns you have related to this request.

Sincerely,



Nick Guilliams, P.E.
City Engineer

CC: Colleen Brown, MnDOT Metro State Aid
Kevin Kielb, Bolton & Menk

FUNDING DATA FOR SCOPE CHANGE REQUEST

Original Application

Regional Solicitation Year	2022
Application Funding Category	Bicycle and Pedestrian Facilities
HSIP Solicitation	No
Application Total Project Cost	\$2,246,000.00
Federal Award	\$1,000,000.00
Application Federal Percentage of Total Project Cost	44.52%

Project Elements Being Removed

	Original Application Cost
Work along 2nd Street and 7th Avenue	\$306,000.00

FUNDING SCENARIO

Current Funding vs. Proposed Funding

	STIP 2024-2027	Remove 2nd Street and 7th Avenue	
		Federal Funds Remain the Same	Federal Funds Removed
Federal	\$1,000,000	\$1,000,000	\$870,000
Local Match	\$1,380,760	\$1,391,600	\$1,521,600
Total	\$2,380,760	\$2,391,600	\$2,391,600
% Federal	42.0%	41.8%	36.4%
% Local	58.0%	58.2%	63.6%
Note: Assumes 2nd Street and 7th Avenue Represent 13% of the Total			
Note: Includes Increase in Construction Costs Due to Inflation			

Action Transmittal

Transportation Advisory Board



Meeting Date: January 4, 2024

Date: December 27, 2023

Action Transmittal: 2024-04

Scope Change & TIP Amendment Request for Inver Grove Heights ADA Curb Ramp Project

To: Technical Advisory Committee
From: TAC Funding & Programming Committee
Prepared By: Joe Barbeau, Senior Planner, 651-602-1705

Requested Action

The City of Inver Grove Heights requests a scope change to remove four of the 30 curb ramps from its ADA curb ramp project (SP# 178-030-001) along with an amendment to the 2024-2027 TIP reflecting this change.

Recommended Motion

That the Technical Advisory Committee recommend:

- Approval of Inver Grove Heights's scope change request to remove four curb ramps from its ADA curb ramp project (SP# 178-030-001) with no reduction in federal funds and
- Approval of an amendment to the 2024-2027 Transportation Improvement Program (TIP) reflecting the scope change.

Background and Purpose

Inver Grove Heights was awarded \$250,240 in Surface Transportation Block Grant (STBG) Program funds in the 2020 Regional Solicitation for program year 2024. Funding was awarded in the Pedestrian Facilities application category. The [application](#) was awarded to replace 30 pedestrian curb ramps within the city.

The city is requesting removal of four of these 30 intersections from the project following completion of two projects. One project (on Carter Path) included the completion of two curb ramps from the original application. Upon completing the other project (on Cahill Avenue), the city determined that removing the two ramps, located mid-block on Carmen Avenue, is safer than completing the ramps.

Given the inflation on the entire project, the city requests retention of the full federal award.

Also included with this request is a TIP amendment request reflecting this scope change request. Any deviations in the scope change recommendation should be reflected in the TIP amendment recommendation, as well.

Relationship to Regional Policy

Projects that receive funding through the Regional Solicitation process are subject to the regional scope change policy. The purpose of this policy is to ensure that the project is designed and constructed according to the plans and intent described in the original application. The scope change policy allows project sponsors to adjust their projects as needed while still providing substantially the same benefits described in their original project applications. Additionally, any federally funded project scope change

must go through a formal TIP amendment process if the project description or total project cost changes substantially.

Federal law requires that all TIP amendments meet the following tests: fiscal constraint; consistency with the adopted regional transportation plan; and opportunity for public input. It is the TAB's responsibility to recommend TIP amendments to the Council for adoption, provided these requirements are met.

Staff Analysis

Approval/Denial of the Scope Change: Given that all projects in the Pedestrian Facilities category were funded and that 26 of the original 30 intersections are going to be improved, staff recommends approval of the request without an examination of the scoring.

Funding: Removal of a portion of the original project scope will result in a reduction in the original budget. The original application and current cost estimates are shown in Table 1, below.

Table 1: Federal and Local Costs

	Application Budget	Current Budget
Federal Funding Amount	\$250,240	
Local Contribution	\$62,560	
Total Cost	\$312,800	
Project Reduction* (federal; 80%)	\$41,707 (\$33,365)	\$52,140
Revised Project Cost	\$271,093	\$338,909 (for 26/30 ramps)

*Based on the assumption that each of the 30 intersections would cost the same amount (\$10,427; \$8,341 federal).

Two of the ramps (\$16,682 federal) have already been completed while the other two (\$16,682 federal) will not be completed. History going back to the February 2019 Scope Change Consultation and Evaluation Process shows that retention of the full federal award is typical when removed elements are being completed by another project. However, given that two of the ramps will not be completed, TAB has the option to mandate the return of \$16,682 to the region along with the option of allowing full retention of the original federal funds.

TIP Amendment: Assuming a scope change is approved, a TIP amendment reflecting the change should be approved as well. The attachment reflects the applicant's requested funding amount and would need to be adjusted if the recommendation deviates from the request. The TIP amendment meets fiscal constraint because the federal and local funds are sufficient to fully fund the project. This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on November 18, 2020 with FHWA/FTA conformity determination established on December 4, 2020. Public input opportunity for this amendment is provided through the TAB's and the Council's regular meetings.

Committee Comments and Action

At its December 21, 2023, meeting, the TAC Funding & Programming Committee voted unanimously to recommend:

- Approval of Inver Grove Heights's scope change request to remove four curb ramps from its ADA curb ramp project with no reduction in federal funds and
- Approval of an amendment to the 2024-2027 Transportation Improvement Program (TIP) reflecting the scope change.

The full federal funding retention was recommended due to the insignificant amount of federal funding (\$16,682) attributed to the two ramps not planned for completion.



Routing

To	Action Requested	Date Completed (Scheduled)
TAC Funding & Programming Committee	Review & Recommend	December 21, 2023
Technical Advisory Committee	Review & Recommend	<i>January 3, 2024</i>
Transportation Advisory Board	Review & Recommend TIP Amendment & Adopt Scope Change	<i>January 17, 2024</i>
Metropolitan Council Transportation Committee	Review & Recommend (TIP Amendment Only)	<i>January 22, 2024</i>
Metropolitan Council	Review & Adopt (TIP Amendment Only)	<i>January 24 2024</i>



2024-2027 TIP AMENDMENT REQUEST

Please amend the 2024-2027 Transportation Improvement Program (TIP) to adjust the below project.

Project Identification

Seq #	1010
Fiscal Year (State)	2024
ATP and District	Metro
Route System	MSAS 999
Project Number (S.P. #)	178-030-001
Agency	Inver Grove Heights
Description	Reconstruction of 39 curb ramps to ADA standards at 14 <u>various</u> intersections in Inver Grove Heights
Miles	2.1
Program	BT-Bike Trail
Type of work	Pedestrian Ramps
Proposed Funds	STBGP-TA
Total \$	337,824 <u>338,909</u>
FHWA \$	250,240
Other \$	87,584 <u>88,669</u>

Background and TIP Amendment Need

This TIP Amendment is needed to update project description and funding to reflect a scope change request.

Fiscal Constraint (as Required by 23 CFR 450.216)

Federal funding remains unchanged. Therefore, fiscal constraint is maintained.

Consistency with MPO Long-Range Plan

This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on November 18, 2020, with FHWA/FTA conformity determination established on December 4, 2020.



CITY OF
**INVER GROVE
HEIGHTS**

**COMMUNITY
DEVELOPMENT
DEPARTMENT**

8150 Barbara Avenue
Inver Grove Heights
Minnesota 55077

651-450-2500

www.ighmn.gov

November 07, 2023

Michael Thompson
Chair, TAC Funding and Programming Committee
Metropolitan Council
390 Robert Street North
Saint Paul, MN 55101-1805

RE: Scope Change Request to: S.P. 178-030-001 - Inver Grove Heights -
Reconstruction of 30 Curb Ramps to ADA Standards at 14 Intersections

Dear Mr. Thompson:

The City of Inver Grove Heights respectfully requests that the Funding and Programming Committee consider the attached Scope Change request for the above referenced project.

In 2021, Inver Grove Heights was awarded STBGP funding for a Americans with Disabilities Act pedestrian curb ramp compliance project to provide safer curb ramps at 14 different intersections throughout the city.

The 2020-2023 Transportation Improvement Program (TIP) and the State TIP identified \$250,240 in federal funding and \$87,584 in local match funding for a total of \$337,824. The program year for the project is 2024.

The project is currently in the design development stage, with final design slated for 2023 and construction in 2024.

In 2020 and 2023, Inver Grove Heights advanced two separate road rehabilitation projects, one on Carmen Avenue and one at the intersection of Cahill Avenue and Carter Path. Those projects are now complete. The rehabilitation projects on Carter Path included the reconstruction of 2 pedestrian curb ramps to bring them up to ADA compliant standards and the project on Carmen Avenue concluded that the removal of 2 pedestrian curb ramps was a safer option than replacing them in kind, due to the lack of crossroad adjoining ramps.

Michael Thompson
Chair, TAC Funding and Programming Committee
Metropolitan Council
390 Robert Street North
Saint Paul, MN 55101-1805

The remaining ramp improvements were the primary components of the funding application. Those improvements will be completed in 2024. At this time Inver Grove Heights requests a Scope Change that would remove the planned improvements on Carmen Avenue and the intersection of Cahill Avenue and Carter Path from the project as these improvements have already been completed. Approval of this Scope Change request will allow for all portions of the project, as listed in the funding application, to be completed by the end of 2024, resulting in ADA compliant pedestrian curb ramps.

The cost estimate as listed in the STIP is \$337,824 for the improvements, with a City participation percentage of 26.0%. Due to price escalation in the industry, the cost estimate has been updated and is currently \$338,909 for the 26 out of the original 30, remaining ramps. The City is requesting that the total cost listed in the STIP remain unchanged in effort to maintain project feasibility.

Summary

- The City of Inver Grove Heights was awarded \$250,240 for improvements of 30 pedestrian curb ramps at 14 intersections.
- The City completed 2 ramps with a rehabilitation project at the intersection of Cahill Avenue and Carter Path.
- The City removed 2 ramps with a rehabilitation project on Carmen Avenue.
- The City is requesting that the federal funding amount remain as currently listed in the STIP.

Please contact me with any questions or concerns you have related to this request.

Sincerely,


Paul Merchlewicz, P.E.

City Engineer

CC: Colleen Brown, MnDOT Metro State Aid

Michael Thompson
 Chair, TAC Funding and Programming Committee
 Metropolitan Council
 390 Robert Street North
 Saint Paul, MN 55101-1805

FUNDING DATA FOR SCOPE CHANGE REQUEST

Original Application

Regional Solicitation Year	2021
Application Funding Category	ADA Compliant Pedestrian Facilities
HSIP Solicitation	No
Application Total Project Cost	\$337,824
Federal Award	\$250,240
Application Federal Percentage of Total Project Cost	74.0%

FUNDING SCENARIO

Current Funding vs. Proposed Funding

	STIP 2020-2023	Federal Funds Remain the Same
Federal	\$250,240	\$250,240
Local Match	\$87,854	\$88,669
Total	\$337,824	\$338,909
% Federal	74.0%	73.8%
% Local	26.0%	26.2%

Action Transmittal

Transportation Advisory Board



Committee Meeting Date: January 4, 2024

Date: December 27, 2023

Action Transmittal: 2024-05

Scope Change Request for Saint Louis Park Cedar Lake Road and Louisiana Avenue Improvements Project

To: Technical Advisory Committee
From: TAC Funding & Programming Committee
Prepared By: Robbie King, Planner, 651-602-1380
Joe Barbeau, Planning Analyst, 651-602-1705

Requested Action

The City of Saint Louis Park requests a scope change to remove dedicated cycle tracks improvements from Louisiana Avenue and provide parallel alternate routes on Hampshire Avenue S and Pennsylvania Avenue S for its Cedar Lake Road and Louisiana Avenue improvements project (SP # 163-296-006 / 163-296-007).

Recommended Motion

That the Technical Advisory Committee recommend approval of Saint Louis Park's scope change request to remove Louisiana Avenue cycle track improvements from its Cedar Lake Road and Louisiana Avenue Improvements project (SP # 163-296-006 / 163-296-007).

Background and Purpose

The City of Saint Louis Park was awarded \$7,000,000 in federal Surface Transportation Block Grant funds in the 2022 Regional Solicitation for program year 2026. Funding was awarded within the Roadway Reconstruction and Modernization category. The [application](#) was awarded to modernize Louisiana Avenue and Cedar Lake Road by adding a roundabout to the intersection of Louisiana Avenue and Cedar Lake Road, adding separated bike lanes, upgrading or adding sidewalks, and improving ADA access. The city's requested changes are summarized in Table 1.

Table 1: Summary of Requested Changes

Location	Original Proposal	Proposed Design
23 rd St. to Cedar Lake Rd	Protected one way cycle track in each direction / sidewalk on both sides of road	Shared use trail on both sides of roadway
Cedar Lake Rd to 22 nd St.	Dedicated on street bike lanes or protected one-way cycle track in each direction	Shared use trail on both sides of roadway
22 nd St. to 14 th St.	Dedicated on street bike lanes or protected one way cycle track in each direction	*Dedicated bike routes using parallel side streets and trail
14 th St. to Wayzata Blvd.	Protected one way cycle track in each direction / sidewalk on east side of road	Shared use trail on both sides of roadway

*Dedicated bike routes on parallel side streets include Hampshire Ave, approximately 1300 feet (4 blocks) east of Louisiana Ave and Pennsylvania Ave, approximately 1350 feet (4 blocks) west of Louisiana Ave.

The city requests to retain its full federal funding amount. The original cost estimate of the full project is \$11,985,000 and the cost with this requested scope change is \$11,695,000, representing a difference of \$290,000.

A TIP amendment is not included with this request because the project is currently undergoing a scope change review to phase the project. A streamlined TIP amendment request will be introduced later.

Relationship to Regional Policy

Projects that receive funding through the Regional Solicitation and HSIP Solicitation processes are subject to the regional scope change policy. The purpose of this policy is to ensure that the project is designed and constructed according to the plans and intent described in the original application. The scope change policy allows project sponsors to adjust their projects as needed while still providing substantially the same benefits described in their original project applications.

Staff Analysis

Approval/Denial of the Scope Change: Table 2 shows a scoring analysis. This application scored 541 points and finished 11th in the Roadway Reconstruction and Modernization category. The highest-scoring unfunded project scored 492.

Table 2: Scoring Analysis

Measure	Max Score	Original Score	Scope Change	Notes
1A. Job connections	65	25	0	
1B. Truck corridor tiers	40	20	0	
2A. Person throughput	110	41	0	
2B. 2024 AADT	65	18	0	
3A. Equity engagement	30	22	0	
3B. Equity connection, benefits, & impacts	40	27	0	Facility relocation may have small impact
3C. Housing	30	15	0	Facility relocation may have small impact
4A. Date of construction	50	15	0	
4B. Geometric deficiencies	125	85	0	
5A. Vehicle delay reduced	50	36	0	
5B. KG of emissions reduced	30	5	0	
6A. Crashes reduce	150	46	0	
6B. Proactive pedestrian crash reduction	30	19	-	Combines ped access with bike access
7. Transit, bike, ped elements & connections	110	93	--	Causes gaps in the bike trail access and moves bikes to minimally improved roadways
8. Risk assessment	75	47	0	
9. Cost effectiveness	100	27	N/A	
Total	1,100	541	-	

* 0 = no change

+ = small improvement, ++ = moderate improvement, +++ = large improvement

- = small diminishment, -- = moderate diminishment, --- = large diminishment

It is difficult to precisely recreate a score for an updated proposal and determine what “would have happened” to the entire scoring scenario had one project been ranked below another unfunded project. While there are some changes to the project, it is not possible to state with any certainty that the project would not have been funded if originally proposed as attached. As such, staff recommends approval of the scope change based on the existing policy.

That said, staff notes that the high multimodal elements score (93/110) was based in part on a continuous bicycle and pedestrian flow along Louisiana Avenue and that this proposal interrupts that flow. For pedestrians, the original application provided access along the entire east side of the roadway. It still does, though 700 feet is now provided as part of shared-use trails. For bicyclists, the Cedar Lake Road to 22nd Street segment is no longer proposed to have bicycles on the east



side of the road, potentially forcing conflicts. Further, movement of most of the bicycle access from protected lanes to existing streets is a downgrade in bicycle accommodation, as is reliance on cycling on sidewalks for both pedestrians and bicyclists.

Funding: Removal of a portion of the original project scope will result in a reduction in the project cost.

While recent history suggests that retention of the full federal award is typical when removed elements are going to be completed by another projects, the project elements being removed here are not being completed elsewhere. As such, there are two options:

- A) The project retains the full federal award.
- B) The project returns \$169,389 (the federal cost of the removed elements) to the region for redistribution.

Table 3: Federal and Local Costs

	Application Budget (% of Total Project Cost)	Scope Change Request Budget (% of Total Project Cost)
Federal Funding Amount in STIP	\$7,000,000 (58.41%)	\$6,830,611 (58.41%)
Local Contribution	\$4,985,000 (41.59%)	\$4,864,389 (41.59%)
Total Cost	\$11,985,000	\$11,695,000
Reduction in Local Contribution		\$120,611
Reduction in Federal Award		\$169,389
Total Project Reduction		\$290,000

Committee Comments and Action

At its December 21, 2023, meeting, the TAC Funding & Programming Committee voted unanimously to recommend approval of Saint Louis Park’s scope change request to remove Louisiana Avenue cycle track improvements from its Cedar Lake Road and Louisiana Avenue Improvements project.

Routing

To	Action Requested	Date Completed
TAC Planning or TAC Funding & Programming Committee	Review & Recommend	December 21, 2023
Technical Advisory Committee	Review & Recommend	<i>January 3, 2024</i>
Transportation Advisory Board	Review & Adopt	<i>January 17, 2024</i>



December 1, 2023

Mr. Michael Thompson
Chair, TAC Funding and Programming Committee
Metropolitan Council
390 Robert Street North
Saint Paul, MN 55101-1805

RE: Scope Change Request for SP 163-296-006 & SP 163-296-007

Dear Mr. Thompson,

The City of St. Louis Park respectfully requests that the Funding and Programming Committee consider the attached Scope Change request for the Cedar Lake Road and Louisiana Avenue Improvements project.

Background

The City applied for and was awarded federal Surface transportation block grant (STBG) funds for the program year 2026. The scope of the project included reconstruction of Cedar Lake Road from TH 169 to Kentucky Avenue and Louisiana Avenue from 23rd Street to TH 394. Improvements include construction of new sidewalks and bikeways where currently not present along both roadways, replacement of existing sidewalks, enhancements to bus stop facilities and amenities, construction of a roundabout at Cedar Lake Road and Louisiana Avenue, modifications of traffic signals to meet current ADA requirements, replacement of street lighting systems, storm sewer improvements, and public utility improvements.

Program Funding

In 2022, the City of St. Louis Park applied for and was selected to receive STBG funding for the Cedar Lake Road and Louisiana Avenue Improvements project. A map showing the project location is provided as attachment 2.

Program Development

At the time of application, the city recognized that both corridors are vital for transporting people and goods throughout the City of St. Louis Park and the adjacent areas. Both corridors have reached the end of their useful life and now require reconstruction. The city identified the opportunity to provide facilities for people that choose to walk, roll, bike, and utilize transit. The City's Connect the Park plan was approved by City Council in 2013, aimed at making more livable neighborhoods by providing convenient, safe, and equitable ways for residents to move around the city. The plan identified a bicycle facility and a pedestrian facility along both Cedar Lake Road and Louisiana Avenue, but additional design and public engagement was needed to determine what type of facilities would be the best fit.

The funding application for both Cedar Lake Road and Louisiana Ave included:

- Bicycle facilities: Dedicated on street bike lanes or protected one way cycle tracks in each direction where currently not present.
- Pedestrian facilities: Dedicated sidewalk on each side of the roadway where currently not present.

Preliminary Design Evaluation and Public Engagement

Beginning in January 2022 the design team began preliminary design and engaged the public to determine the best design for both Cedar Lake Road and Louisiana Ave. This process included three rounds of public engagement as described below.



During Phase 2 of the public engagement, three alternatives were developed and shared with the public to evaluate various bike and pedestrian facilities for both Cedar Lake Road and Louisiana Ave. The tables below show the alternatives.

Cedar Lake Road			
	Alternative No. 1	Alternative No. 2	Alternative No. 3
Description	Multi Use Trail	Cycle Tracks	Buffered Bike Lanes
Bike Facility Type	Multi-Use Trail (Both Sides)	One-Way Cycle Track (Both Sides)	Bike Lanes with 3' Buffer (Both Sides)
Pedestrian Facility	Multi-Use Trail (Both Sides)	Sidewalk (Both Sides)	Sidewalk (Both Sides)

Louisiana Avenue			
	Alternative No. 1	Alternative No. 2	Alternative No. 3
Description	Multi Use Trail	Cycle Tracks	Alternative Route
Bike Facility Type	Multi-Use Trail (Both Sides)	One-Way Cycle Track (Both Sides)	On-Street Bike Blvd Provided on Parallel Streets
Pedestrian Facility	Multi-Use Trail (Both Sides)	Sidewalk (Both Sides)	Sidewalk (Both Sides)

Each alternative was evaluated based on several different factors including right of way impacts, tree impacts, project cost, and public support. The tables below show the evaluation matrixes:

Cedar Lake Road			
	Alternative No. 1	Alternative No. 2	Alternative No. 3
Description	Multi Use Trail	Cycle Tracks	Buffered Bike Lanes
Bike Facility Type	Multi-Use Trail (Both Sides)	One-Way Cycle Track (Both Sides)	Bike Lanes with 3' Buffer (Both Sides)
Pedestrian Facility	Multi-Use Trail (Both Sides)	Sidewalk (Both Sides)	Sidewalk (Both Sides)
Tree Impacts	149	60	62
Permanent Easement	20	46	48
Project Cost	\$\$	\$\$\$	\$
Public Support Percent	25%	58%	17%

Louisiana Avenue			
	Alternative No. 1	Alternative No. 2	Alternative No. 3
Description	Multi Use Trail	Cycle Tracks	Alternative Route
Bike Facility Type	Multi-Use Trail (Both Sides)	One-Way Cycle Track (Both Sides)	On-Street Bike Blvd Provided on Parallel Streets
Pedestrian Facility	Multi-Use Trail (Both Sides)	Sidewalk (Both Sides)	Sidewalk (Both Sides)
Tree Impacts	70	38	15
Permanent Easement	25	31	22
Project Cost	\$\$	\$\$\$	\$
Public Support Percent	20%	50%	30%

After evaluating each alternative, a preferred alternative was selected for each roadway:

- Cedar Lake Road – Alternative No. 2 (Cycle Tracks)
- Louisiana Avenue – Alternative No. 3 (Alternative Route)

The preferred alternatives were shared with the public during Phase 3 of the public engagement process and a Public Hearing was held to provide residents an opportunity to voice any concerns. City Council approved the preferred alternatives and authorized the design team to move forward with final design for both roadways.

Proposed Scope Change

The proposed scope change does not eliminate dedicated bicycle routes, instead it provides an alternate that is just as effective and provides many advantages.

- Cedar Lake Road: There are no formal scope changes for Cedar Lake Road. The funding application included a dedicated bikeway in the form of either on street bike lanes or protected one-way cycle tracks in each direction. The approved alternative provides protected one-way cycle tracks in each direction for the entire length of Cedar Lake Road. In addition, sidewalk will be constructed on each side of the roadway where currently not present.
- Louisiana Avenue: The funding application included a dedicated bikeway in the form of either on street bike lanes or protected one way cycle tracks in each direction and a dedicated sidewalk on each side of the roadway where currently not present. Attachment 3 shows the funding

application design. The formal scope change for Louisiana Avenue includes modifying the bicycle facility as described in the table below and shown in Attachment 4 and Attachment 5.

Louisiana Avenue Bicycle Facility Summary		
Location	Funding Application Design	Current Design
Louisiana Avenue: 23rd Street to Cedar Lake Road (400 feet)	Protected one way cycle track in each direction Sidewalk on both sides of the road	Shared use trail on both sides of roadway
Louisiana Avenue: Cedar Lake Road to 22nd Street (900 feet)	Dedicated on street bike lanes or protected one way cycle track in each direction Sidewalk on east side of the road	Shared use trail on west side of roadway Sidewalk on east side of the road
Louisiana Avenue: 22nd Street to 14th Street (2500 feet)	Dedicated on street bike lanes or protected one way cycle track in each direction Sidewalk on east side of the road	*Dedicated bike routes using parallel side streets and trail Sidewalk on east side of the road
Louisiana Avenue: 14th Street to Wayzata Blvd (300 feet)	Protected one way cycle track in each direction Sidewalk on east side of the road	Shared use trail on both sides of roadway

*Dedicated bike routes on parallel side streets include Hampshire Avenue, approximately 1300 feet (4 blocks) east of Louisiana Avenue and Pennsylvania Avenue, approximately 1350 feet (4 blocks) west of Louisiana Avenue. These alternate bike routes are shown as red dashes in Attachment 5 on the "Alternative Bike Route Map".

The reasoning for including the dedicated bike routes on the parallel side streets and trail instead of Louisiana Avenue, between 22nd Street and 14th Street, includes:

1. I-394 is a barrier for bicyclist to cross from St. Louis Park to Golden Valley.
 - o The Louisiana Avenue bridge over I-394 has no dedicated bicycle facilities. Bikers are required to use vehicle travel lanes at a very busy location (20,000 AADT). Due to the traffic volumes, separated bicycle facilities are the safest and most comfortable for bicyclists of all ages and abilities. The bridge is approximately 30 years old and MnDOT has no plans to replace the bridge or add separated bicycle facilities.
 - o There are existing pedestrian bridges that cross I-394 near Pennsylvania Avenue and Hampshire Avenue. The parallel side street bike routes align well with these existing pedestrian bridges and will provide a safe and comfortable crossing of I-394 for bicyclists of all ages and abilities.
2. Traffic volume and speed: The parallel local city streets (Hampshire Avenue and Pennsylvania Avenue) have a much lower volume of traffic compared to Louisiana Avenue and have a lower

posted speed limit (20 mph compared to 30 mph). These roads provide a much more comfortable bicycling experience for all ages and abilities.

3. Tree removal: Providing dedicated bike facilities along Louisiana Avenue has a significant impact to existing trees. Residents and City Council members have made it clear that the look and feel of Louisiana Avenue is unique with the mature trees and that limiting impacts to existing trees is a high priority. Constructing a trail along the entire length of Louisiana Avenue would result in the removal of 70 mature trees, providing the dedicated bike routes on the parallel side streets and trail reduces this impact to only 15 trees.
4. Private property impacts: The parallel side streets and trail require the least amount of impacts and right of way to be acquired from private properties adjacent to Louisiana Avenue (33% reduction in acquired right of way).
5. Construction cost: The parallel side streets and trail alternative has the lowest overall construction cost.

It is also worth noting that the city allows bicyclists to use sidewalks within the city limits. Bicyclists can use the sidewalks along both sides of Louisiana Avenue between 22nd Street and 14th Street if they do not feel comfortable to share the road with traffic.

Funding

We have developed Attachment 1: Funding Data for Scope Change Request, which captures the original application funding amount and the reduction of the bicycle facility costs that is not covered by city funding.

The overall project cost is estimated at \$11,695,000, which is significantly higher than the federal funding amount. A summary of the overall project cost and reduction for the proposed scope change is summarized below.

Federal Funding Amount in STIP	\$7,000,000
Estimated Project Cost from Application	\$11,985,000
Project Cost to be Covered by Local Funds	\$4,985,000
Cost of Project Elements being Removed	\$290,000
Change in Project Costs	\$(290,000)
58.41% Federal	\$169,389
41.59% Local	\$120,611
Revised Project Cost	\$11,695,000
Revised Federal Amount	\$6,830,611
Revised Local Amount	\$4,864,389

Summary

With the modified scope described above the project goal of reconstructing Cedar Lake Road and Louisiana Avenue while providing new sidewalk and bikeways where currently not present is still being met. We believe the proposed design provides an alternate that is just as effective and provides many advantages over the original application design.

We therefore request the Funding and Programming Committee's support for scope changes as described. We also request that the Federal Award amount remains at \$7,000,000. If additional information is needed, please contact me at 952.924.2552 or by email at jshamla@stlouisparkmn.gov.

Sincerely,



Joseph Shamla
City of St. Louis Park

Cc: Colleen Brown, MnDOT Federal Aid
Kyle Imholte, Kimley Horn

Att: (1) Funding Data for Scope Change Request
(2) Project Location Map
(3) Funding Application Design – Louisiana Ave
(4) Existing and Proposed Bike Facilities Map
(5) Current Design – Louisiana Ave

ATTACHMENT 1: FUNDING DATA FOR SCOPE CHANGE REQUEST

Original Application:

Regional Solicitation Year	2022
Application Funding Category	Roadways Including Multimodal Elements
HSIP Solicitation?	No
Application Total Project Cost	\$11,985,000.00
Federal Award	\$7,000,000.00
Application Federal Percentage of Total Project Cost	58.41%

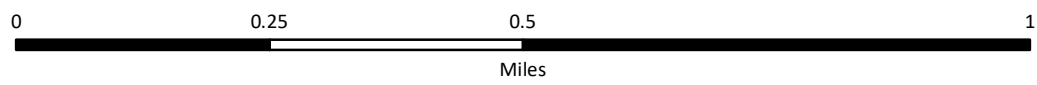
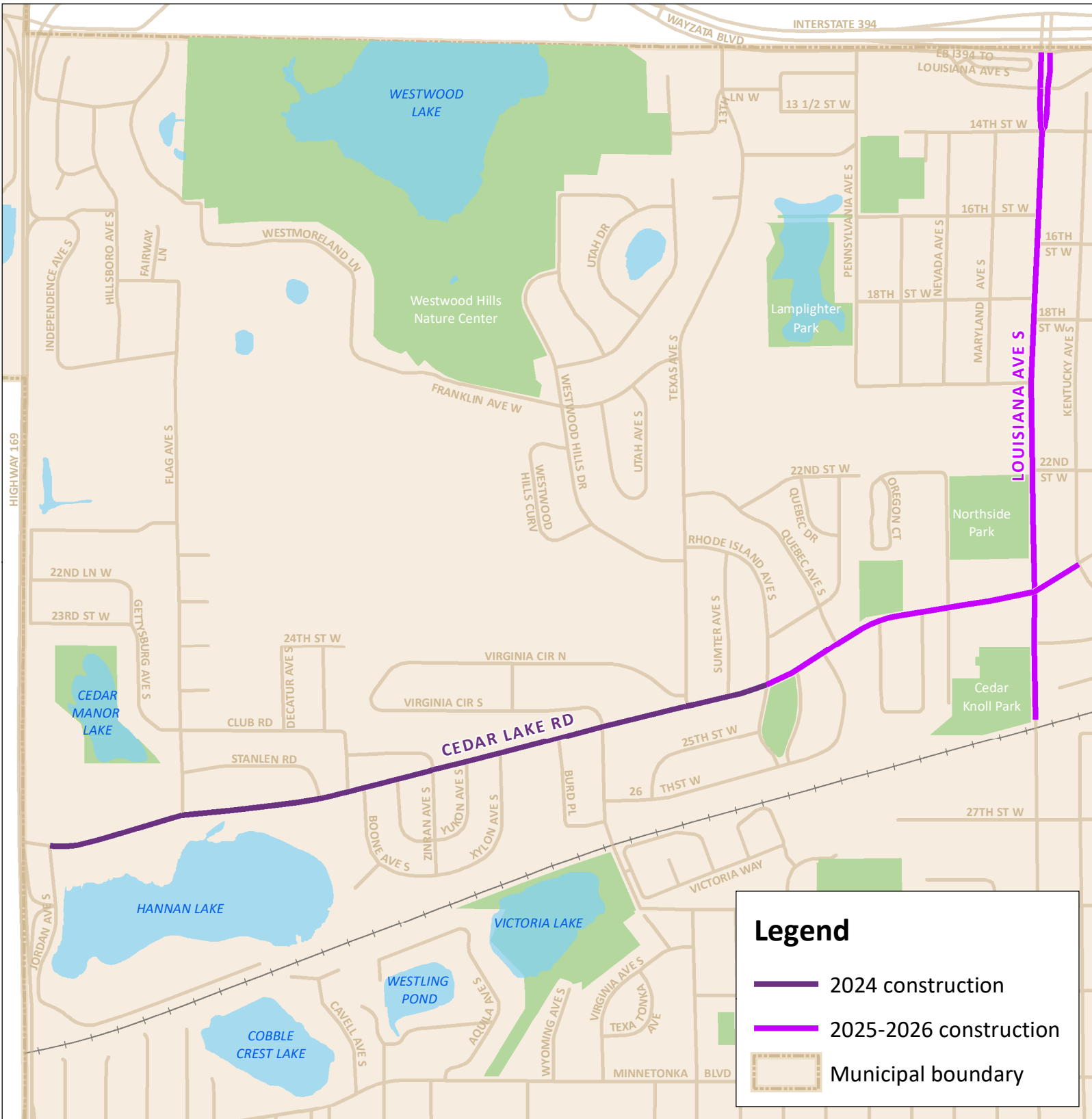
Project Elements Being Removed:

Elements	Original Application Cost
Cycle Track	\$275,000.00
Aggregate Base	\$15,000.00
Total Cost of Removed Elements	\$290,000.00

New Project Elements:

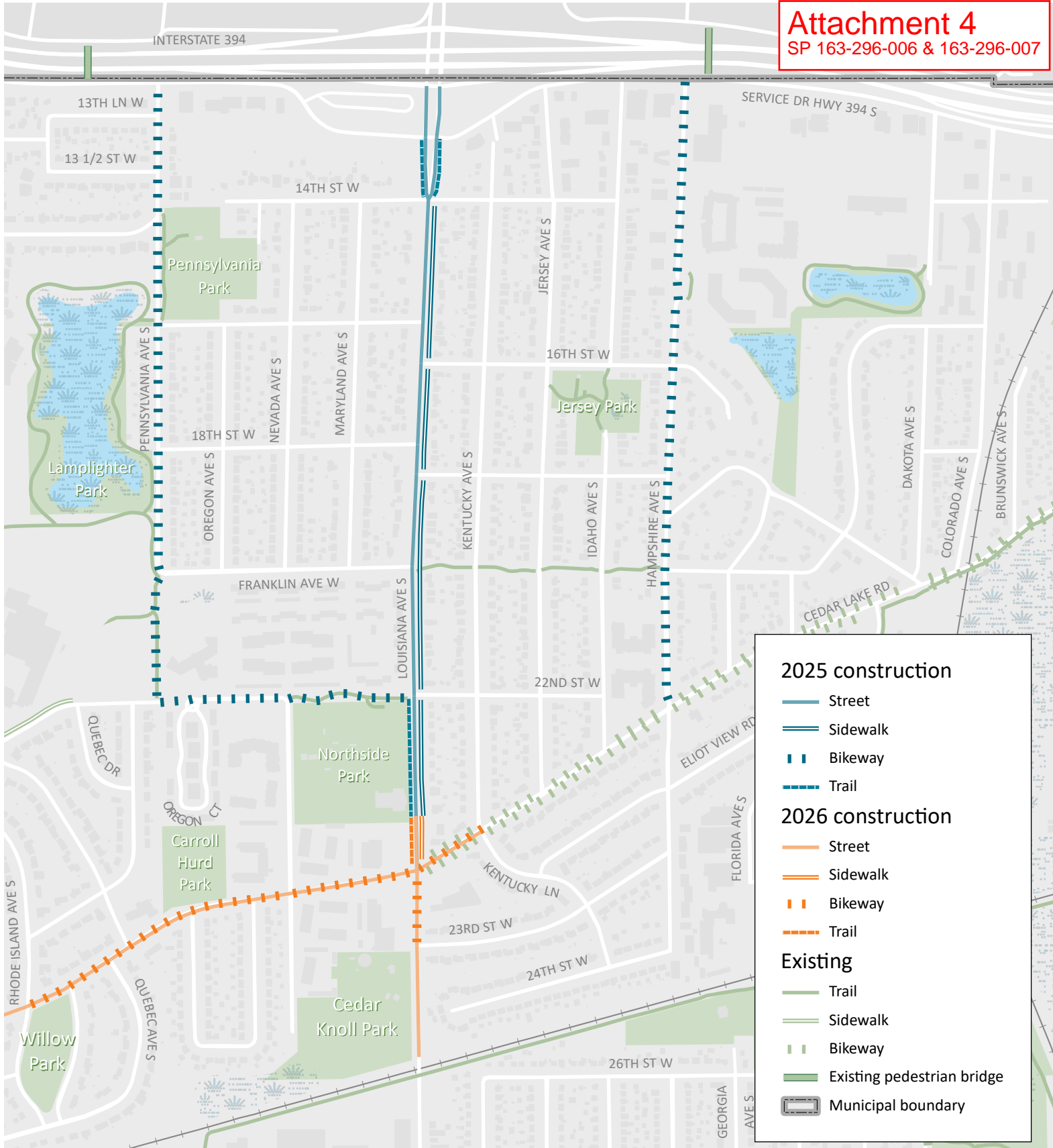
Elements	Original Application Cost

Cedar Lake Road and Louisiana Avenue Improvements



Louisiana Avenue Improvements

Attachment 4
SP 163-296-006 & 163-296-007



2025 construction

- Street
- Sidewalk
- Bikeway
- Trail

2026 construction

- Street
- Sidewalk
- Bikeway
- Trail

Existing

- Trail
- Sidewalk
- Bikeway
- Existing pedestrian bridge
- Municipal boundary